

APPLICATION NUMBER:	LW/19/0256		
APPLICANTS NAME(S):	Mr Colin Wells	PARISH / WARD:	Ringmer / Ouse Valley & Ringmer
PROPOSAL:	Planning application for construction of two-storey dwelling with access onto Broyle Lane.		
SITE ADDRESS:	Broyleside Farm Broyle Lane Ringmer East Sussex BN8 5PQ		
GRID REF:			



1. SITE DESCRIPTION / PROPOSAL

1.1 The application site comprises a plot of land on the western side of Broyle Lane, Broyleside, a small cluster of housing to the eastern side of Ringmer village. The site lies opposite Ballard Drive and is between Broyleside Farm and Warwick House. The application site currently forms part of the residential curtilage of Broyleside Farm.

1.2 The site is neither within a Conservation Area nor within the South Downs National Park. The plot lies inside the Planning Boundary for the village.

1.3 The plot lies on the southern side of Broyleside Farm, and is 13.5m wide, slightly narrowing at the rear, and approximately 38m in depth. The site covers an area of 513 square metres. There is a bus stop sign almost centred on the middle of the front boundary, on a strip of grass alongside the public footway.

1.4 This proposal is for the erection of a two storey dwelling with access onto Broyle Lane. The current application is a revised submission following the refusal of two previous planning applications for a single storey and a two storey dwelling within the plot, and prior to that, in the mid-1990s, refusal of planning permission for a 2-bedroom bungalow.

2. RELEVANT POLICIES

LDLP: – ST03 – Design, Form and Setting of Development

LDLP: – ST04 – Design, Form and Setting of Development

LDLP: – CP2 – Housing Type, Mix and Density

LDLP: – CP11 – Built and Historic Environment & Design

3. PLANNING HISTORY

LW/18/0034 - Construction of a two storey dwelling with access onto Broyle Lane - **Refused**

LW/18/0292 - Construction of a single storey dwelling with access onto Broyle Lane - **Refused**

LW/02/0659 - Single storey side extension - **Approved**

LW/98/2014 - Two storey side extension and single storey extension - **Approved**

4. REPRESENTATIONS FROM STANDARD CONSULTEES

ESCC Highways –Executive Summary

The proposal is to provide one 3 bed dwelling served by a vehicular access onto Broyle Lane. I do not wish to object to the proposal subject to conditions securing a suitable access, on-site parking securing and the relocation of the bus stop fronting the site.

Response

Broyle Lane in the vicinity of the site is subject to a 30mph speed limit; as such visibility splays of 2.4m x 43m should be provided either side of the access. The y distance (43m)

measured to the nearside vehicle path. It is considered that these visibility splays are achievable. The proposed access is 3m wide which is considered acceptable. The access will require constructing in accordance with ESCC specification by an approved contractor and under the appropriate license.

The submitted plan shows gates located along the boundary wall at the back of the footway, this would not allow a vehicle to wait clear of the public highway whilst the gates are being operated, any gate would need to be set back a minimum of 5m from the carriageway to be acceptable in highway safety terms. Pedestrian visibility splays of 2m x 2m should be provided either side of the access and would need to be maintained at a minimum height of 0.6m.

The submitted plan indicates that the dwelling will be provided with two car parking spaces, which is acceptable. Although it is considered there is scope to provide turning within the site this is not a requirement as Broyle Lane is an unclassified road.

With the above in mind I have no major concerns regarding the proposal and recommend that any consent shall include the following attached conditions:

Conditions

1. The development shall not be occupied until details of the layout of the new access and the specification for the construction of the access which shall include details of bus stop relocation have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the use hereby permitted shall not be occupied until the construction of the access has been completed.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2. The access shall not be used until visibility splays of 2.4m by 43m are provided in both directions and maintained thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

2. No part of the development shall be occupied until the car parking has been constructed and provided in accordance with the approved plans. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development.

4. No part of the development shall be occupied until cycle parking spaces have been provided in accordance with the approved details. The areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

5. Any gate shall be positioned at least 5 m back from the edge of the highway in order that a vehicle may wait clear of the highway whilst the gate is being operated

Please note: The applicant's attention is drawn to the need for a licence for construction of the access and the relocation of the bus stop. The applicant should contact ESCC to apply for a licence to ensure the construction is to an acceptable standard.

Main Town Or Parish Council – Ringmer Parish Council recommends refusal of this application on the following grounds:

- The proposed dwelling would be detrimental to the rural character of the area and is inappropriate to the streetscene.
- The site plan view does not show the location of the dwelling on the site in relation to the building lines.
- The proposed dwelling would be too close to the existing Old Farmhouse and Warwick House.
- The plans provided do not show a parking area.
- The proposed dwelling would be in close proximity to the junction of Ballard Drive and the bus stop.
- The high close-boarded fence along the road front of the property also detracts from the streetscene.

5. REPRESENTATIONS FROM LOCAL RESIDENTS

One representation received objecting due to "contextual significance, highway hazards, loss of open space, out of character, over development and overbearing".

6. PLANNING CONSIDERATIONS

Design and appearance

6.1 The proposed dwelling would be set back approximately 3.0m from the side boundary with Broyleside Farm to the north and 3.0m from the southern side boundary with Warwick House. It would be set back from the Broyle Lane by approximately 15.0m. The dwelling is sited so as to be located to maintain the building line with the other dwellings to the north and south.

6.2 The proposed dwelling will replace an existing store building and greenhouse within a residential garden to the south side of Broyleside Farm. The dwelling has been designed with an asymmetrical contemporary appearance with rounded corners.

6.3 The new dwelling would be two storey with a flat roof. It would measure approximately 6.7m wide, 10.0m deep and 6.3m high. The design of the first floor is an asymmetrical sweep across the building and the design is considered to result in an attractive contemporary design and appearance.

6.4 The siting of the property has been amended during the determination process. Originally the dwelling was sited on a narrower plot however it was considered that this resulted in a negative impact on the character, layout and appearance of the streetscene due to the property appearing cramped in relation to the neighbouring properties. The application was subsequently amended so as to remove an existing side extension from Broyleside Farm in order to increase the width of the plot for the proposed dwelling. The original plot width was 9.4m wide and the amended plot width is approximately 13.5m wide. This results in a less cramped appearance, more in keeping with the surrounding pattern of development and spacing between the dwellings.

6.5 The dwelling would be finished externally in white brick with an asymmetrical timber cladding ribbon around the first floor in an upward direction from north to south. No

openings are proposed in either of the flank elevations. It is considered that the design would not result in a loss of amenity due to overlooking to either of the adjacent properties.

6.6 Two off-road parking spaces are shown at the front of the property. The existing bus stop outside the dwelling will be moved slightly north in order to accommodate the new access.

Consideration

6.7 The application site lies within the Planning Boundary and the proposals may be considered as infill development on an unidentified site, in accordance with Spatial Policy 2 of the Joint Core Strategy. In principle such proposals are acceptable, subject to the visual impact and the effect on the character of the locality and the impact on amenity.

6.8 The surrounding properties on the west side of Broyle Lane are characterised by a mixture of detached dwellings on good sized plots and semi-detached properties. This is considered to lend the streetscene an open and uncluttered appearance with reasonable separation between properties.

6.9 The application as submitted on the narrower plot raised concerns that, due to the width of the plot and the close proximity of neighbouring buildings, the development would have a cramped appearance. In addition, the reduced profile of the building would have looked out of character and incongruous in relation to the scale of the neighbouring dwellings, designed to fit the available space rather than to enhance and make a positive contribution to the street scene.

6.10 The plot size was subsequently increased to improve the separation between the proposed dwellings and the existing dwellings to either side. The dwelling is now set in 3.0m from the side boundaries to the north and south and it is considered that this helps the proposed dwelling retain a sense of spaciousness that the other dwellings on the west side of Broyle Lane also benefit from. It is considered that the revised location of the dwelling has addressed the initial concerns over the proximity to adjoining dwellings and cramped appearance of the layout.

Accessibility and Sustainable Transport

6.11 Policy 8.3 of the Ringmer Neighbourhood Plan requires that new residential development should include off-road parking provision at the following minimum ratios:

- 1 parking space per 1-2 bed home designed specifically for older residents
- 2 parking spaces per 1-3 bed home
- 3 parking spaces per 4 bed or larger home.

In addition new developments should make provision for off-road visitor parking and cycle parking, in accordance with the scale recommended by East Sussex County Council.

6.12 The proposed development makes adequate provision for off-street car parking, and a condition will be required to secure the details of the cycle parking facility to ensure it is provided to an appropriate level.

6.13 The application site is within walking distance of bus stops served by the 28 service between Brighton, Uckfield/Crowborough, and Tunbridge Wells, which is approximately half-hourly. There is also a bus stop directly in front of the application site, and the applicant has indicated that this would be moved further north on Broyle Lane following agreement with ESCC Highways.

Policy Considerations

Lewes District Local Plan

6.13 Policy CP2 (Housing Type Mix and Density) of the Lewes District Local Plan (LDLP) states that "housing developments should reflect the site context including the character of the surrounding area". It is considered that the location of the dwelling within the centre of the application plot with a separation of 3.0m to either side of it allows the building to reflect the site context without appearing cramped or out of place in this location.

6.14 Policy CP11 (Built and Historic Environment) requires that new developments should "respond sympathetically to the site and its local context". It is considered that the siting of a detached dwelling in this residential garden location responds sympathetically to the site and character of the surrounding area. The proposal is considered to not result in the overdevelopment of the application site.

6.15 Saved policy ST3 (Design) states that "development should respect the overall scale, height, massing, alignment, site coverage, density, landscaping, character, rhythm and layout of neighbouring buildings and the local area more generally". It is considered that the position of the dwelling within the plot between two existing residential dwellings, with adequate separation to either side, would not unduly impact on the scale, massing, site coverage, density, character, rhythm and layout of the surrounding area and would not be to the detriment of the appearance, character and layout of the streetscene.

6.16 Saved Policy ST4 (Design) relates to backland and tandem developments and says the applications for dwellings in these locations would be refused unless they result in "no erosion of the essential elements of the character and appearance of the area". It is considered that the position of the dwelling would not result in a cramped appearance between the two existing dwellings and would not result in an erosion of the open character and appearance of the wider streetscene. The proposal is considered to respect the character and layout of the surrounding properties.

Ringmer Neighbourhood Plan

6.17 Ringmer Neighbourhood Plan contains the 'Village Design Statement' policies. Policy 10.1 which states that "New development should be of high quality and be designed to fit in with its surroundings. To achieve this, applicants should give careful consideration to the height, massing and scale of a proposal". It is considered that the design of the dwelling is of a high quality and although it does not visually reflect the appearance of the surrounding properties it is considered that its contemporary design is of sufficient quality to enhance the appearance of Broyle Lane, it is considered that the size of the plot and its location within the plot allows the dwelling to appear acceptable within the context of the streetscene in this area in accordance with policy 10.1.

Design and Sustainability

6.18 The proposed dwelling has been designed with a contemporary appearance. The building is two storeys high with a flat roof and curved 'corners'. The external materials proposed are a mixture of brick to the ground floor and a timber 'swoosh' at first floor which wraps itself around the building asymmetrically. It is considered that this design is of sufficient quality to result in an enhancement of the appearance of this section of Broyle Lane whilst not negatively impacting on the other properties within the immediate streetscene. There are no openings proposed in either of the side elevations and therefore the dwelling would not create any overlooking towards either of the adjoining properties.

The front elevation of the dwelling is set back approximately 14.0m from Broyle Lane and the rear garden is approximately 12.0m deep.

6.19 Ringmer Parish Council in their objection stated that "the dwelling would be detrimental to the rural character of the area and is inappropriate in the streetscene. These comments are noted however the proposed dwelling would sit amongst other residential dwellings to either side and would therefore not look out of place. The matter of design and appearance is acknowledged to be a subjective one, however it is considered that the proposed design is of a high standard and would add visual interest to the area whilst using materials that would not appear out of place in a rural location; timber and brick.

6.20 A Sustainability Statement was submitted with the proposal which listed means of renewables proposed to enhance the sustainability of the dwelling. The house has been designed to exceed current building regulations requirements regarding build quality and insulation in order to conserve energy use. Water saving methods, including rainwater harvesting are proposed to be included as well as smart meters to monitor energy use. It is proposed that solar panels will be incorporated into the flat roof. If approved a condition would be added to the permission requiring the details of how the development will incorporate measures to reduce carbon energy use, facilitate renewable energy installations, and lower household water consumption.

6.21 The internal floor area of the property (approximately 106m²) complies with the National Space Standards minimum for internal floor area for a dwelling of this type of 102m².

6.22 It is considered that the location of the building in the centre of the enlarged plot and the contemporary design of the dwelling would result in an attractive property sited within a plot similar in size to other properties within the wider area. It is therefore considered that the proposed dwelling would not unduly impact on the character, appearance and layout of the surrounding area or streetscene. The design of the dwelling without any openings in the flank walls is considered to not create any overlooking into the adjoining properties thereby respecting the residential amenities of the neighbouring occupiers.

Summary

6.23 It is considered the proposal, due to its siting and design, will not have a detrimental impact on the character or appearance of the streetscene in accordance with policies ST3, ST4 and Core Policies CP2 and CP11 of the Lewes District Local Plan Part One: Joint Core Strategy and policy 10.1 of the Ringmer Neighbourhood Plan, and having regard to the National Planning Policy Framework 2019.

7. RECOMMENDATION

7.1 It is recommended that planning permission is approved subject to the following conditions.

The application is subject to the following conditions:

1. This planning decision relates solely to the following plan(s):

<u>PLAN TYPE</u>	<u>DATE RECEIVED</u>	<u>REFERENCE</u>
	29 March 2019	Design _ Access Statement
Proposed Elevation(s)	20 May 2019	1695-PA-013 A
Proposed Elevation(s)	20 May 2019	1695-PA-012 A
Proposed Floor Plan(s)	29 March 2019	1695-PA-011
Proposed Layout Plan	20 May 2019	1695-PA-010 A
Existing Elevation(s)	29 March 2019	1695-PA-002
Existing Layout Plan	29 March 2019	1695-PA-001
Illustration	29 March 2019	1695-PA-001
Proposed Elevation(s)	20 May 2019	1695-PA-014
Planning Statement/Brief	20 May 2019	Sustainability Statement

2. Details of the siting and design of the external electric car charging points and covered, secure cycle storage to be provided, shall be submitted to and approved in writing by the Local Authority prior to installation. The works hereby permitted shall be carried out in accordance with the approved details before the units are occupied.

Reason: To secure a proper standard of development having regard to policy CP14 of the Lewes Joint Core Strategy and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

3. No development above ground floor slab level of any part of the development hereby permitted shall take place until details of how the development will incorporate measures to reduce carbon energy use, facilitate renewable energy installations, and lower household water consumption, have been submitted to and approved in writing by the local planning authority. The approved measures shall be put in place prior to the first residential of the new dwellings as they are each completed, and retained as such thereafter.

Reason: In order to reduce locally contributing causes of climate change in accordance with policy CP14 of the Lewes District Local Plan Part One: Joint Core Strategy and the National Planning Policy Framework 2019.

4. Before the development hereby approved is commenced on site, details and samples of all external materials shall be submitted to and approved in writing by the Local Planning Authority and carried out in accordance with that consent.

Reason: To ensure a satisfactory development in keeping with the locality having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

5. Notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no development described in A-E of Schedule 2, other than hereby permitted, shall be undertaken unless the Local Planning Authority otherwise agrees in writing.

Reason: A more intensive development of the site would be likely to adversely affect the appearance and character of the area having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

6. No development above ground floor slab level of any part of the development hereby permitted shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved.

Reason: To enhance the general appearance of the development having regard to ST3 of the Lewes District Local Plan and to comply with National Policy Guidance contained in the National Planning Policy Framework 2019.

7. The development shall not be occupied until details of the layout of the new access and the specification for the construction of the access which shall include details of bus stop relocation have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the use hereby permitted shall not be occupied until the construction of the access has been completed. Any gate shall be positioned at least 5 m back from the edge of the highway in order that a vehicle may wait clear of the highway whilst the gate is being operated.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway in accordance with ST3 of the LDLP.

8. No part of the development shall be occupied until the car parking has been constructed and provided in accordance with the approved plans. The areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To provide car-parking space for the development.

9. No part of the development shall be occupied until cycle parking spaces have been provided in accordance with the approved details. The areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies in accordance with ST3 of the LDLP.

Informative

1. The applicant is advised to consider how the development can reduce locally contributing causes of climate change and utilise renewable and low carbon technology such as air or ground sourced heat pumps in the development.

2. The applicant's attention is drawn to the need for a licence for construction of the access and the relocation of the bus stop. The applicant should contact ESCC to apply for a licence to ensure the construction is to an acceptable standard.